

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4599

日七初月六年十三精光

TUESDAY, JULY 19, 1904.

二拜禮

號九十月七英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 9,320,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTHSIN. NEWCHWANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARR'S BANK, LTD.  
THE UNION OF LONDON AND  
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED  
On Current Account at the rate of 2 per cent  
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TARO HODSUMI,  
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND—  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$6,500,000

RESERVE LIABILITY OF PROPRTORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.

E. Goetz, Esq. N. A. Siebs, Esq.  
Hon. W. J. Gresson. H. W. Slade, Esq.  
A. Haupt, Esq. C. A. Tomes, Esq.  
H. Schubart, Esq. E. S. Wheeler, Esq.  
E. Shellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per Annum.  
For 6 months, 3 per cent. per Annum.  
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 18th May, 1904. [22]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ per  
cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSITS at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000  
Paid up Capital ..... £324,374

HEAD OFFICE—HONGKONG.  
Board of Directors—  
Chan Kit Shan, Esq. J. Focke, Esq.  
Creasy Ewens, Esq. G. C. Monson, Esq.  
Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%  
Hongkong, 4th February, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow  
Tientsin Tsingtau (Kiautschou)

DEUTSCH BANKERS:  
MESSRS. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITH'S BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 12th April, 1904. [25]

## INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,  
GOLD \$7,992,173.37—about £1,440,000.

CAPITAL AND SURPLUS AUTHORIZED  
GOLD \$10,000,000 £2,055,000.

HEAD OFFICE: 1, WALL STREET, NEW YORK.  
LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

BRANCHES AT SAN FRANCISCO, WASHINGTON,  
MEXICO, MANILA, SHANGHAI, SINGAPORE,  
YOKOHAMA, BOMBAY, CALCUTTA,

AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL  
BANKERS:

NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

CREDIT LYONNAIS, DRESDNER BANK,

COMPTOIR NATIONAL D'ESCOMpte  
DE PARIS, &c.

THE Corporation transacts every Description  
of Banking and Exchange Business, receives  
Money in Current Account and issues  
Fixed Deposits Receipts either in Gold or  
Silver at Rates which may be ascertained on  
Application.

HONGKONG BRANCH:  
20, DES VIEUX ROAD CENTRAL.  
CHARLES R. SCOTT,  
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

HEAD OFFICE—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
Places, and Sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months.

4% " " 6 "

5% " " 12 "

H. C. MARSHALL,  
Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHAREHOLDERS ..... £800,000

RESERVE FUND ..... £800,000

INTEREST ALLOWED on CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3% "

" " 3 " 2% "

T. P. COCHRANE,  
Manager.

Hongkong, 19th May, 1904. [24]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice,  
to BOOK CARGO and ISSUE BILLS OF LADING  
to SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS in the UNITED STATES and  
CANADA in connection with the GREAT  
NORTHERN RAILWAY FROM SEAT-  
TLE, as hitherto, by the Steamers of the  
NORTHERN PACIFIC S. S. CO., BOSTON  
STEAMSHIP AND TOWBOAT CO., OCEAN  
S. S. CO. and CHINA MUTUAL S. N. CO.  
For further Particulars, apply at the Com-  
pany's Local Branch Office in PRINCE'S  
BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 20th May, 1904. [1643]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

HEAD OFFICE—HONGKONG.

Board of Directors—  
Chan Kit Shan, Esq. J. Focke, Esq.

Creasy Ewens, Esq. G. C. Monson, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%

Hongkong, 4th February, 1904. [24]

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GEO. W. F. PLAYFAIR.

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Tientsin Tsingtau (Kiautschou)

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DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 12th April, 1904. [25]

JAPAN



COALS.

## THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

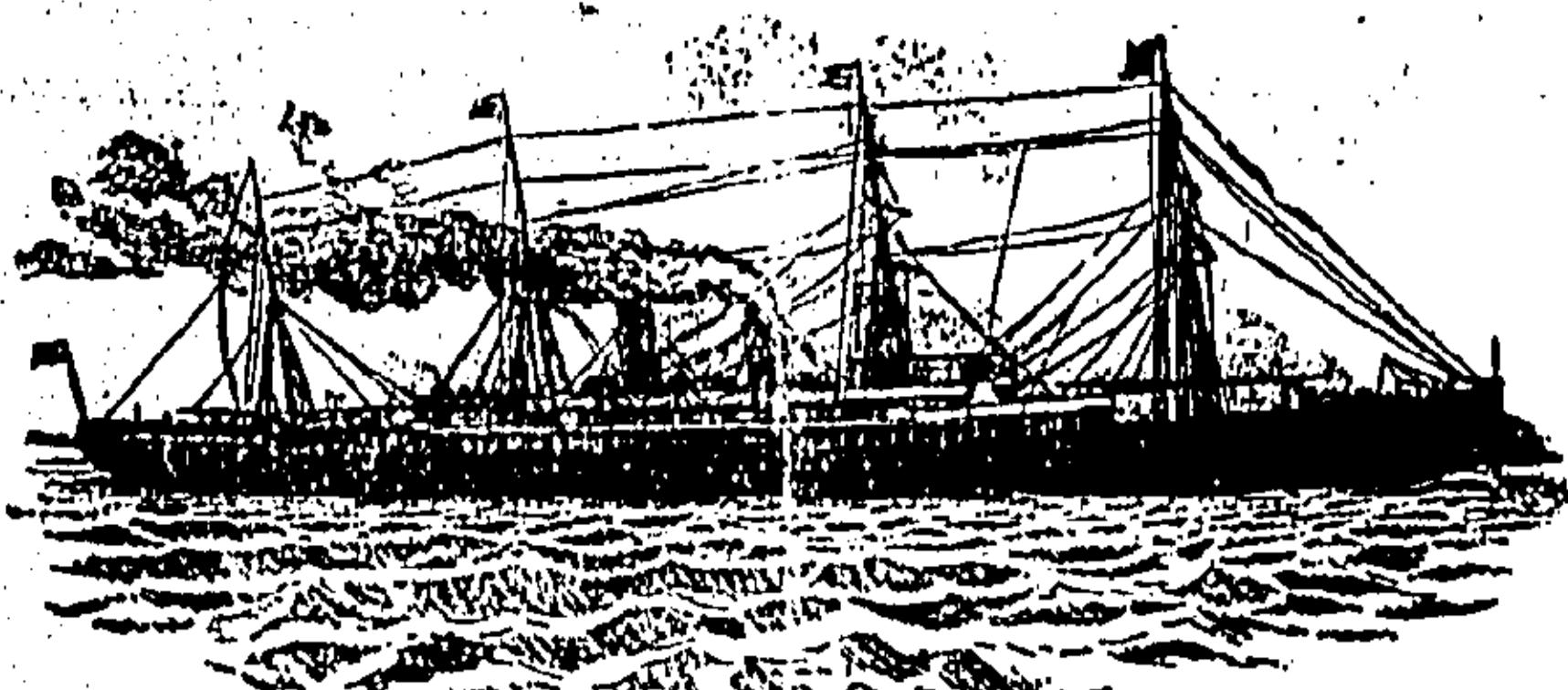
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai

Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons	THURSDAY, 21st July, at Noon.
"COPTIC"	4,352	WEDNESDAY, 3rd August, at Daylight.
"KOREA"	11,276	SATURDAY, 13th August, at Noon.
"GAELIC"	4,205	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639	SATURDAY, 3rd September, at Noon.
"CHINA"	5,060	THURSDAY, 15th September, at Noon.
"DORIC"	4,784	TUESDAY, 27th September, at Noon.
"AMERICA MARU"	6,300	"

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 21st July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

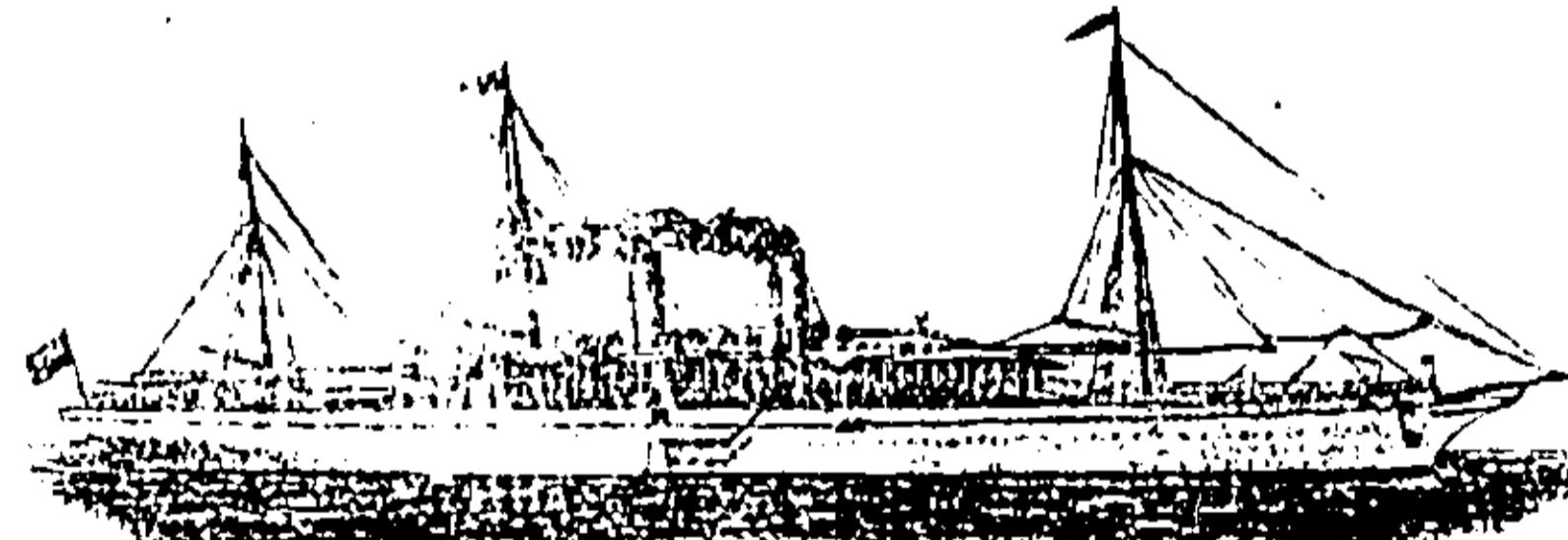
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 9th July, 1904.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

## SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.  
"EMPEROR" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).R.M.S. "ATHENIAN" 2,440 Tons. WEDNESDAY, 20th July.  
"EMPEROR OF CHINA" 6,000 WEDNESDAY, 3rd August.  
"TARTAR" 4,425 WEDNESDAY, 10th August.  
"EMPEROR OF INDIA" 6,000 WEDNESDAY, 24th August.  
"EMPEROR OF JAPAN" 6,000 WEDNESDAY, 21st September.  
"ATHENIAN" 2,440 WEDNESDAY, 5th October.

Hongkong to London, 1st Class, £100. Via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on  
Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 13th July, 1904.

HAMBURG-AMERIKA LINIE.  
OSTASIALEISCHER FRACHTDAMPFER DIENST.

(Taking Care at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

C. FERD. LAFJSZ HAVRE and HAMBURG. { 31st July. } Freight.  
von Hof..... { Calling at S'PORE, PENANG & COLOMBO. } Freight.

BADENIA..... { HAVRE, BREMEN and HAMBURG. } 18th August. Freight.

Roerden..... { Calling at S'PORE, PENANG &amp; COLOMBO. } Freight.

SPEZIA..... { HAVRE and HAMBURG. } 25th August. Freight.

(Calling at S'PORE, PENANG &amp; COLOMBO.) Freight.

ANDALUSIA..... { HAVRE and HAMBURG. } 5th Sept. Freight.

Filler..... { Calling at S'PORE, PENANG &amp; COLOMBO. } Freight.

SCANDIA..... { HAVRE and HAMBURG. } 20th Sept. Freight.

(Calling at S'PORE, PENANG &amp; COLOMBO.) Freight.

Bebens..... { HAVRE and HAMBURG. } 20th Sept. and Passengers.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,  
No. 1, Queen's Building.

Hongkong, 15th July, 1904.

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## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions from A. H. MANCELL, Esq., to Sell by PUBLIC AUCTION, TO-MORROW, the 20th July, 1904, at 2 P.M. sharp, within his residence, Kimberley Road, Kowloon, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, Comprising:—

PLUSH-COVERED DRAWING-ROOM SUITE, TEAKWOOD OVERTABLES with BEVELLED GLASS, MOROCCO-COVERED SOFA and CHAIRS, MARBLE-TOP HATSTAND with BEVELLED GLASS, OIL PAINTINGS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, BOOKCASE, WHATNOTS, DOUBLE and SINGLE IRON BEDSTEADS with WIRE and HAIR MATTRESSES, MARBLE-TOP BUREAU with BEVELLED GLASS, TOILET SETS, CHEST-OF-DRAWERS, WARDROBES, MARBLE-TOP WASHSTANDS, &c., &c.; ALSO

One COTTAGE PIANO by Collard and Collard, London (in good order and condition); AND

A Great Assortment of PLANTS in POTS. TERMS:—As usual. Catalogues will be issued.

HUGHES & HOUGH, Auctioneers.

Hongkong, 19th July, 1904. [844]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to Sell by PUBLIC AUCTION, ON

THURSDAY,

the 21st July, 1904, at 11 A.M., at

THE CENTRAL POLICE STATION'S COMPOUND, SUNDRY OBSOLETE

AND

CONDAMMED STORES.

TERMS:—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 16th July, 1904. [845]

## FOR SALE

BY PUBLIC AUCTION FOR ACCOUNT OF THE CONCERNED.

ON THE AMOY BUND,

At Noon on 25th July, 1904.

THE WRECK of the Steamship "HOANGHO," as she now lies in, approximately, the following position:—

Latitude 24°43' North,

Longitude 118°45' East.

Bell Island bearing North by East, and

Kusan Point bearing South West (both bearing magnetic).

Cargo and Private Effects remaining on board will be sold separately. For Particulars, apply to—

J. E. THOMSEN & CO., Auctioneers.

Amoy, 9th July, 1904. [816]

## Notices of Firms.

## A. S. WATSON &amp; CO., LIMITED.

M. R. ALFRED HENRY MANCELL has this day been appointed AGENT for the GENERAL MANAGERS of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st July, 1904. [79]

## A. S. WATSON &amp; CO., LIMITED.

M. R. JOHN ARTHUR TARRANT has this day been appointed ACTING SECRETARY of the Company.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st July, 1904. [792]

## SPECIALLY

## FINE

## SAMPLES

OF

## UPRIGHT PIANOS

## RACHALS,

## STUART,

&c., &c., &c.

— AND —

## BABY-GRANDS,

BY

## WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL GRAND.

Hongkong, 13th May, 1904. [79]

136 to 38, Elgin Road, Kowloon.

A MOST WHOLESOME AND REFRESHING BEVERAGE

FOR SUMMER MONTHS.

JUST ARRIVED.

ROSES LIME JUICE CORDIAL

and

MONTSERRAT LIME FRUIT JUICE,

Prepared from West India Limes,

Entirely free of Alcohol.

AND ALSO

Various kinds of Syrups,

LEMON, RASPBERRY, ROSE, PINE-

APPLE, &c., &c.

H. RUTTONJEE,

No. 5, D'Aguilar Street,

or

36 to 38, Elgin Road, Kowloon.

Hongkong, 14th July, 1904. [79]

## Intimations.

## THE CANTON LAND COMPANY, LIMITED.

THE SIXTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the Company will be held in the Company's Offices, No. 14, Des Voeux Road, Hongkong, on SATURDAY, the 23rd July, 1904, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 23rd July, 1904, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 16th July, 1904. [847]

## A. S. WATSON &amp; CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 30 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$1 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd June, 1904. [754]

## A GIANT DAM.

## A MIRACLE IN THE LAND OF PHARAOH.

BY H. RIDER HAGGARD.

Assouan, that seventeen years or so ago, to the best of my recollection, was a village with one inn, where the great attraction was to see Arabs shoot the boiling waters of the cataract with a goat skin for a boat, is now an international health resort, without any cataract to speak of. At least there is none at this season of the year, for the dam of which, presently, has altered all this. By way of compensation there are several great hotels—one of them, "The Cataract," a finely-planned building, commanding a beautiful view of the rocky Nile. Hither come, not tourists only, but many sick from England and America, as the dry air and splendid, sunny winter climate are excellent for various diseases. Most people, though they be neither invalids nor invalids, have heard of the Assouan dam and reservoir, and also of the Island of Philae, near by, and its beautiful temples, the ancient "City of Isis" and "Holly House" (as it was called by the old Egyptians). To this dam I had the advantage of paying two visits, and, in view of its importance to the future of Egypt, the information that I collected concerning it may prove of interest. To begin with, it is frequently and erroneously called a "barrage," which it is not. The word "barrage" means a guiding wall, a barrier that does not store water, but turns it in a desired direction. Of these there are several in Egypt, but I think that the only dam and reservoir is at Assouan.

WHAT THE DAM IS.

The best view of this wonderful work, which has now been in operation for about two years, is to be obtained from the massive granite wall that forms the dam. This wall is over 2,000 yards in length, and crosses the Nile from side to side. On the crest of it, that is 261' wide, runs a tramway, along which the visitor, seated on a rough trolley, is propelled at speed by Arabs. Hence to the north he sees a great extent of shining rocks, between which the water runs in channels, and to the south a vast lake, that, in some places, attains a depth of nearly 200'.

This is the reservoir, and all the weight of it and of the Nile for 150 miles or so that it is held up, is pressing against the wall on which it stands. In this wall are 180 sluices, worked by machinery, which are sufficient to deal with every conceivable contingency of flood. Sometimes more of them are open and sometimes fewer. On the day of my second visit (March 13th) only six of these and a part of a seventh were open. Through these seven openings, each of them 6ft. 6in. wide by 23ft. deep, the whole Nile was rushing at the rate of 702 tons of water per second, the amount that, according to the calculation of the engineers, it was necessary to pass that day.

A WONDROUS THING.

It is a wondrous thing to see the pent-up water gush in torrents of foam through these narrow gates with force so fearful that it appears impossible that masonry built by man should withstand their thrust and wear. But such fears are groundless. If it continues to be properly watched and attended to, there is no reason why this dam should not last as long as the Pyramids. Indeed, it is a work of which the builders of the Pyramids would have been proud. Its foundations, that are of great depth, go down to the solid rock, wherever it is met with, so that no water can ever wear them away. The reader will wonder how it was possible to lay them. Thus, by diverting the Nile during the dry season with the help of temporary barrages. A breadth of water was turned into another channel and the wall built; then, when this was completed, another breadth, and so forth. Such is dam that, with its locks, through which the river traffic passes, cost over £3,000,000. Now for its method of collection and distribution and their results. In the season of 1903-1904 the period of collection extended from December 1st, 1903, till March 21st, 1904, the average collected being about ten million tons of water a day, the rest of Nile, say 150 million tons a day, being allowed to escape through the sluices. This, of course, is a rough average for the period, and, speaking generally, the reservoir does not retain more than about 8 per cent. of the Nile flow while filling itself. After collection has ceased, however—that is, subsequent to March 21st—about 400,000 tons of water per diem is held up to balance loss through evaporation.

SWEEP DOWN BY THE TIDE.

The shrieking of the steam whistle brought thousands of persons to the streets facing the river, and the roofs of the buildings were packed with people watching the appalling disaster.

They saw with horror scores of victims jumping overboard and struggling in the wake of the burning steamer.

The captain and crew stuck to their posts with the greatest heroism, and several were burned to death in fighting the flames and trying to save lives. Within a few minutes of the fire starting the whole vessel was a moving mass of flames.

The steamer burned from half-past ten to a quarter to twelve, and then sank.

HURRICANE DECK COLLAPSES.

In the meantime a mad panic raged on the doomed vessel. The few policemen on board were utterly unable to control the mob of nearly two thousand frenzied women and children, scores of whom leaped overboard, nearly all being drowned. Fanned by a strong breeze, the fire burned fiercely, and the posts supporting the hurricane deck suddenly gave way.

The whole structure collapsed, carrying to death a mass of victims, and killing or mangling those below. In the fatal struggle which followed large numbers were pushed overboard. There was no opportunity of launching the lifeboats, which were burned before the crew reached them.

The captain and crew stuck to their posts with the greatest heroism, and several were burned to death in fighting the flames and trying to save lives. Within a few minutes of the fire starting the whole vessel was a moving mass of flames.

The news of the disaster spread swiftly, and hundreds of frantic women hastened to the river front, gazing at the burning steamer and shrieking for their children. Many fainted and lay unconscious.

In the confusion and panic on board the steamer no attempt was made to distribute life-belts. The crew first tried to extinguish the fire without alarm to the passengers, and those in the after part of the vessel knew nothing until the flames were upon them and scores burned alive. In the excitement mothers became separated from their children, and many were burned to death as they rushed below in search of their missing little ones. Numberless stories are related of the heroism of mothers who sacrificed themselves for their children, and of boys and girls who performed deeds of valour in taking care of little ones too young to realise the awful danger.

Every man who could swim went overboard burthened with children, and many of these heroes lost their lives, being unable to make headway against the deadly current and whirlpools. One boy of fourteen was drowned after swimming ashore with four children. By the time the steamer was beached the whole structure was a mass of flames from stem to stern, and within a short time was burned to the water's edge. Over fifty charred bodies were seen lying among the wreckage. The people ashore made every effort to rescue the survivors, and tugs and boats also removed a large number.

Indescribable scenes of horror attended the rescue of the survivors. Nearly every woman cried for missing children, and even hardened policemen wept at the scenes of misery and suffering. The water in the vicinity of the disaster was dotted with floating bodies drifting ashore, mostly burned beyond recognition. Many dead children were clasped in each other's arms, showing that they had leapt overboard together.

Many children were lashed to camp-stools and chairs, but these precautions proved futile against the rapid current.

## AN UNANSWERED QUESTION.

Great as are the results attained by this reservoir, they might be multiplied many times by the building of more dams at the Second Cataract and elsewhere, by which that at Assouan could be supplemented or replenished. If this were done enormous tracts of land that now are desert, or, at any rate, produce little, could be brought into bearing, and Egypt raised thereby to a pitch of prosperity which it is dazzling to contemplate. How many millions of tons of life-giving water run to waste annual in the Mediterranean is a simple matter of calculation. All or most of this could be saved without injury to the Mediterranean or any established interest, unless it be the foundations of one or two old temples. Also the venture would be absolutely sound from a financial point of view, provided, of course, that British authority permanently continues paramount in Egypt and the Soudan. If it is to be weakened or withdrawn, then I do not think that the English public will be wise to provide the £20,000,000 or so that would be required to complete the mighty enterprise.

Also the question remains—is the work worth doing? It depends, I presume, upon who would be benefited. Probably not the fellahs, at least directly, as owing to lack of capital, they are not in a position to take up new lands that require clearing and providing with canals. This would be done by the rich, and to them must go most of the profit. Still, the result would be to increase the population enormously. But is it desirable to increase the population of Egypt? Would the world be any the better if there existed another ten millions of fanatic Mahomedan fellahs? The question is one that I do not pretend to

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Hongkong, 3rd May, 1904.

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Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copy, Daily, ten cents; Weekly, twenty-five cents.

DEATH.  
On the 7th July, at Hamburg, F. W. GALLÉS,  
formerly of Shanghai, aged 61 years.

## The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 19, 1904.

## THE KWANGSI REBELLION.

There has been considerable excitement in Canton during the past few days especially in official circles. For some time it has been known that His Excellency Ts'en Chun-hsien had decided to go in person to the seat of trouble and make a determined effort to bring the present state of unrest to an end either by crushing the rebels or by buying over the leaders. But the state of the Viceroy's health led many to doubt the truth of the reports and to suspect that His Excellency was talking for the benefit of the public. However, preparations were hurried forward and soon no doubt was left as to the intentions of Viceroy Ts'en, and on Saturday, as reported to us from Canton by wire, he was on his way to Kwangsi. But tongues have not ceased to wag. On every hand the question is asked: "Why should the Viceroy go?" The truth seems to be that the Viceroy is mortified by his failure to subdue the rebels. He went to Canton to quiet Kwangsi and has not done it. He has lost face. He was loud in his boasts when he arrived. One campaign, it was said, would be sufficient to crush the whole rebellion. A year has passed and the situation is worse than better. It is reported that now the Viceroy has no confidence in his troops. As long as he is with them in person he feels reasonably sure of his own immediate followers. But these he is not willing to trust out of his own supervision. He knows that the rebels have agents at work everywhere corrupting the officers and soldiers. He cannot be sure of any of his men. All that is left for him to do is to make one more effort to overcome the rebellion and if successful well and good; and if not? We are informed that it is freely said in official circles that, if there is a second failure, the Viceroy will not return to Canton. He would not return there after defeat. Many more believe that the strain of the journey and the hardships of the campaign will be too much for the Viceroy in the weak state of his health and that His Excellency will be one of the first victims of the expedition. Again, it is said that the rebels have planned the capture of the Viceroy. But all these rumours, so far as we have been able to gather, spring from the same source. The people and officials do not want him back and so imagine all sorts of ways by which the end of His Excellency's rule in Canton might be brought about. This is a very strange state of affairs. When the Viceroy was appointed his advent was hailed with delight. No former viceroy received such an enthusiastic welcome. Thousands of shops sent representatives with lanterns to welcome him. He was hailed as the friend of progress, the enemy of oppression, an able administrator, and wise in military affairs. Pockets were opened and money flowed into the treasury. No viceroy had been entrusted with such power. His power was practically absolute. There was no appeal from his decisions. Soon the people began to see that the Viceroy had an eye to his own interest first and that everything else came second. The money contributed so readily to crush the rebellion found its way, not to Kwangsi, but to Peking. Officials soon learnt that they had no certainty of remaining a day in office. Fines here and disgrace there was the order of the day. All round the officials were on the hop-skip-and-jump. Many were ruined. No one wanted to accept office. The people also found that their willingness to give was accepted as a reason why they should give more and they complained. More than one meeting was held to consider ways whereby the Viceroy could be removed. But with the people's money the Viceroy could keep the people down. Large gifts to Peking were more effective than long petitions from the people. In the light of past failures, what may be the outcome of this campaign cannot now be told. Few expect that the rebellion will be crushed. Just as few know what the rebels want. But it is reasonably certain that the Viceroy in Kwangsi will be as safe from danger as if he were in Canton. His presence in Kwangsi will do little to put down the rebels. If instead of sitting

down in a walled city with the larger part of his army as a bodyguard he would send his best troops against the rebels some good might be accomplished. It is true that it is easy to find fault, but not so easy to devise plans to successfully crush the rebellion, which has terrified the inhabitants of the Kwang provinces to so alarming an extent and so sorely taxed the resources of the Provincial Government. The task is admitted to be a difficult one looked at in its easiest form. But the Viceroy has laid himself open to criticism by the boastful way in which he undertook the work and the slights and disgrace which he heaped upon those who went before him. Ts'en has ruined many men without giving them any chance to prove their innocence. He has gained the ill-will of most of the local officials and not a few of them would be pleased to have the Viceroy come back thoroughly defeated. The one hope for His Excellency is to keep fewer men around his sacred person and send every available man into the field. A few victories would give his troops courage. But with a small army to guard the Viceroy and a smaller one to fight means, as it did last year, certain failure. We learn that, in consequence of the gravity of the situation the usual elaborate preparations for the celebration of the Empress Dowager's birthday will not be carried out this year. An Imperial decree has been issued by the Emperor under instructions from the Empress Dowager, stating that owing to exigencies of the times, as the war in Manchuria, the disorders in Kwangsi and other troubles, the Empress Dowager has refused to give consent to the Emperor's prayer that her coming seventieth birthday celebration be carried out in full and the high officials of the Empire are ordered not to send their usual tributes. When her Majesty was at Hsian some years ago, the high provincial officials sent gifts which she accepted as they had incurred much trouble and expense in transporting them to such a distance but since her return to Peking, the high officials have been doing the same, an act which the Throne by no means approve, owing to the changes that have taken place since therefore it must be discontinued. With the war still going on between Russia and Japan in Manchuria and the disorders continuing in Kwangsi, her Majesty could not find it in her heart to celebrate her birthday in an elaborate manner while her people are suffering in Manchuria and Kwangsi from war, rebellion and famine.

THE trees in Pedder's Street, facing the Hongkong Hotel, have been covered with straw and are being removed.

THE finances of the St. Louis Exhibition are not very flourishing, owing, it is reported, to insufficient advertising.

ACCORDING to the *Nokumin Shimbun*, the succession to Sir Robert Hart lies between Sir Robert Reed, Mr. Hippisley, and Mr. F. E. Taylor.

DR Nagao Toga, the well-known authority on International Law, has been attached as legal adviser to the staff of Marshal Oyama, with whom he served in the China-Japan war.

THE British steamer *Ketten*, which left Olaru on the 28th ult. with 60,000 railway sleepers for Fusan, Korea, has not been heard of. She would be near the Tsushima Strait when the *Vostochny* squadron was thereabouts.

AT a meeting of the Hongkong Gymkhana Club, held at the P. & O. offices last evening, under the presidency of Mr. G. H. Potts, it was decided to hold a gymkhana on Saturday, 30th inst. Mr. G. K. Hall Bruton was elected hon. secretary vice Mr. F. B. Deacon, resigned.

SOME of the old China hands still exiled this side of Suez will read with regret the news of the death at Hamburg of Mr. F. W. Gallas, originally a clerk and afterwards a partner in the firm of S. C. Farnham & Co. He married a daughter of Mr. S. C. Farnham, the head of the firm, and retired several years ago with a competency.

THE C. M. S. *Kwingshi*, which arrived at Shanghai on the 11th inst. from Tientsin and Chefoo, reports: On the 9th instant, passed the British squadron at anchor in Yungching Bay. On the 10th instant, passed the German str. *Tsintau*, showing two black balls (not under command). Fresh breezes and rough sea at the time. Lat. 33° 06' N., Long. 122° 20' E. Also passed what appeared to be a target to the southward of the above position. It consisted of large planks in the form of a square, having four stanchions, with two small flags, interlaced with canvas; black in the centre. Had fresh northerly winds and rough following sea, with dull, overcast weather, to port.

## ABOLITION OF THE CANTON HOPPO.

It was not so many years back since the merchants engaged in the river trade, the representatives of the river steamboat companies and the British officials in Canton and in Peking, were engaged as one man in a strenuous endeavour to combat the practice on the part of the "Hoppo" in Canton, then in vogue, of favouring shippers of goods in Chinese bottoms to the detriment of British steamers. The practice of the Canton native customs officials was often represented as a gross injustice to foreign shipowners and a distinct violation of the most-favoured-nation clause of the treaty. Amongst the many remedies then thought to effectually remove the injustice complained of was, that the post of the "hoppo" or native customs superintendent of Canton should be abolished and the duties appertaining to that office merged in the commissionership of the Chinese Imperial Maritime Customs. Diplomatic representations through a succession of years resulted in failure; for the functionaries at Peking, while the office was a profitable berth to the favoured holders, were obdurate in their persistence to retain a post that was regarded by foreigners as a lucrative one to the man who offered the highest bid for it. But times change, and even in conservative China some things change with them. The Empress Dowager has discovered that, owing to the exigencies of the times, all must practice economy and avoid extravagance in expenditure. A decree on this subject has already been issued on a previous occasion, but no one seems to have paid much attention to it. Her Imperial Majesty, however, is determined that decided steps should be taken in this direction and therefore commands, by decree of the 10th inst., the abolition of the posts of the "hoppo" or Customs Superintendent of Canton, and that of Superintendent of Customs of Huainan in Kiangsu province, the duties of "hoppo" in Canton to be undertaken by the Viceroy of the Two Kwang provinces. Also, as the Commissionerships of the Imperial Silklooms of Kiangning and of Soochow are both in the one province of Kiangsu, the first-named Commissionership is abolished. This latest decree, which is ostensibly for retrenchment, enjoins that all high Ministers of the Crown in Peking and the Tartar generals, viceroys, and governors of provinces are exhorted to take pains in investigating their several jurisdictions so that wherever they may find an opportunity of abolishing useless posts or amalgamating those carrying similar duties they are empowered to do so without delay, laying aside likes and dislikes for the sake of the welfare of the State at large.

CRIMINAL PROCEDURE ORDINANCE.

The Colonial Secretary moved the second reading of the Bill entitled An Ordinance to amend The Criminal Procedure Ordinance, 1899. He said the object of the Bill was shown sufficiently well. It provides for the immediate release from custody of a person committed for trial in case the Attorney General declines to fill an indictment against him.

The Colonial Treasurer seconded.

The Council went into Committee on the Bill, and upon resuming it was read a third time and passed.

## SUPPLY BILL.

The Colonial Secretary moved the second reading of the Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Three hundred and thirty-one thousand six hundred and twenty-four dollars and forty-one cents, to defray the charges of the year 1903. He said that any questions asked regarding the items they would be answered in the Finance Committee meeting.

The Colonial Treasurer seconded, and the Bill was read a second time and referred to the Finance Committee.

A meeting of the Finance Committee was held, the Colonial Secretary presiding. The items were taken separately and recommended to the Council for adoption.

Upon resuming the Council sat in Committee and considered the Bill, which, on the motion of the Colonial Secretary, seconded by the Colonial Treasurer, was subsequently read a third time and passed.

The Council adjourned sine die.

## LOCAL AND GENERAL.

A DOZEN fatal cases of plague are notified in to-day's return.

IT was believed that the Russian torpedo-boats had been laying mines in Gensan harbour.

THE trees in Pedder's Street, facing the Hongkong Hotel, have been covered with straw and are being removed.

THE CRIMINAL SESSIONS.

## FURTHER CASES.

After we had gone to press last evening the armed robbery case in which Wong Yuk, Wong Lung, Chu San, Cheung Fat, and Lui Ki were brought up on a charge of having on 11th June, at Matawei, been armed with a revolver, and assaulted Luk and stealing from him a quantity of clothes; also with having, on 12th June, at Matawei, received the stolen property, was brought to a conclusion.

The first prisoner, Wong Yuk, pleaded guilty, and the others not guilty. The following was the jury chosen:—Messrs. G. Richardson, A. Rumjahn, Cheung Tin Yin, J. C. Logan, G. Gittins, J. M. de Gracia and G. Sole.

The evidence having been completed, the jury found the second and third prisoners guilty of armed robbery, the fourth not guilty and the fifth guilty of receiving.

His Lordship sentenced the first prisoner, Wong Yuk, who had pleaded guilty, to five years' imprisonment with hard labour, with 24 strokes of the birch-rod, and imposed a similar sentence upon the second and third prisoners, Wong Lung and Chu San. The fourth was discharged. The fifth, Lui Ki, for receiving stolen property, was sentenced to two years' imprisonment with hard labour, and to receive 24 strokes with the birch.

## TO-DAY'S CASES.

The sessions were continued this morning before the Puisne Judge, His Honour T. Sercombe Smith, the Chief Justice (Sir William Goodman), being engaged in Chambers. The first case called on was that in which Chan Chun, a building contractor, was indicted for having offered to Inspector R. G. McEwen, a bribe of \$25 with a view to incline him not to report certain sanitary defects at houses in Kennedy Town, on the 14th June last.

He pleaded not guilty, and was defended by Mr. M. W. Slade (instructed by Mr. Otto Kong Sing). The following jury was sworn to try the case:—Messrs. J. W. White (foreman), A. Bryer, A. Ritchie, G. Gittins, A. G. I. Somerville, R. Hamilton and Cheung Tin Yin.

The Attorney General (instructed by the Crown Solicitor, Mr. F. B. L. Bowley), in opening the case to the jury said that the prisoner was charged with the offence of offering a bribe to a public servant. The facts seemed to be as follows: The defendant was a building contractor and the officer to whom he was alleged to have offered a bribe was Sanitary Inspector R. G. McEwen. The man had a contract to lime-wash a certain number of houses in Kennedy Town, and it was the Inspector's duty to see that the work was properly done and to report on it to the proper authorities. If it was not carried out in a proper manner he would have to report to the detriment of the defendant. On the 13th June Inspector McEwen was directed to report on the work in question, and on the day following he went to the houses for that purpose, and during the inspection was accompanied by the defendant. At 8.30 p.m. the same day the defendant went to Inspector McEwen's house to see the report as to the lime-washing, and McEwen showed him a list of those houses which had not been properly done. Defendant asked not to be reported and for the inspector to overlook the defective work at the same time intimating that he would give him a present. McEwen rebuked the man and so far threatened as to have him locked up. The rebuke, however, was not taken seriously, and defendant afterwards proceeded to place a roll of bank notes for the Inspector's acceptance, and again asked not to be reported

## TELEGRAMS.

(Reuters.)

Russian Cruisers in Red Sea.  
LONDON, 16th July.

Perim wires that the S.S. *Dragoman*, from Batoum to China, signalled the station that she had been delayed by a Russian cruiser in the Red Sea.

The Late Ex-President Kruger.  
LONDON, 17th July.

The British Government has consented to the burial of ex-President Kruger at Pretoria.

Russian Cruisers in the Red Sea.

Two Russian Volunteer cruisers and a torpedoer are cruising in the Red Sea, looking, it is believed, for a particular steamer bound for Japan. The British newspapers are raising an outcry against the double character of the cruisers, which passed the Dardanelles under the commercial, and are now flying the naval flag, and stopping British vessels. The *St. Petersburg* (one of the cruisers) has seized the P. and O. s.s. *Malacca*, bound for Yokohama, in the Red Sea, and is now conveying her to Suez, and the *Smolensk* (the other cruiser) has boarded the German mail steamer *Prinz Heinrich* compelling her to surrender 31 sacks of letters and 25 sacks of parcels for Japan. The German Government is awaiting explanations, but the Government Press is already minimising the matter.

Assassination of the Vice-Governor of Russia Transcaucasia.

The Vice-Governor of Elizabethpol has been assassinated.

## INDIAN BATTALIONS ABROAD.

## THE HONGKONG REGIMENT.

The demands which the Imperial Government continue to make upon India for regiments to do garrison work abroad show no signs of decreasing and the result is that the Native Army within the actual confines of India is now always below its authorised strength. The arrangement made a few years ago was that five battalions of Infantry should be employed at Colonial stations in the East, namely, two at Mauritius, two at Hongkong and one at Singapore. The Home Government took to pay for these and sanctioned the raising of five new regiments to fill the gaps in the Indian establishment. These were accordingly raised, and the system thus introduced was generally approved for it had distinct advantages over that under which the Hongkong Regiment had been formed. It was recognised that the raising of special battalions for permanent service out of India was a mistake, and that it would be far better to supply the Colonial garrisons from the Native Army under a fixed system of reliefs. Eventually the Hongkong Regiment was mustered out and the new plan became fully operative. But the complications with China have never permitted of normal conditions being established, and the Indian Army has had to furnish garrisons in Chi-li in addition to those supplied for the three Colonies above-mentioned. Moreover, Hongkong has been given three instead of two battalions, and there is nothing to indicate that this is a temporary measure. The net result as shown in the Army List is as follows:—Mauritius, 11th Rajputs and 97th Carnatic Infantry; Hongkong, 93rd Burma Infantry, 110th Maharatta Light Infantry and 114th Maharatta; Singapore, 73rd Carnatic Infantry; China 30th Punjabis at Shantung, 21st Punjabis at Tientsin and Lutai. There are thus eight battalions abroad, or three in excess of the proper number. The Reliefs for 1904-05 which were published recently show that seven regiments will be sent out next troping season to relieve an equal number, the 11th Rajputs remaining at Mauritius, as they only arrived there last November.

Now if this state of things is to continue—and it seems certain that for many years to come two battalions must be retained in Chi-li and three Hongkong—the Native garrison of India will remain three battalions below strength. Financially this is an advantage to us, as the English Treasury bear the full cost of their maintenance, but if a consistent military policy is to be followed three more regiments should be at once raised in India. There is, however, no indication of any such step being taken, though the Secretary of State has practically agreed to the raising of a Pioneer battalion of Hazaras. It may be urged that the Russo-Japanese war has removed, or at least postponed, the danger from the direction of Central Asia, to guard against which all our preparations in India are undertaken, but, on the other hand, there are other quarters where our military strength has to be in evidence. Leaving Somaliland out of the question, though two regiments are being detained there for the time being, there is the future of Tibet to be considered. The actual campaign in that country, in which between 4,000 and 5,000 Native troops are likely to be engaged, is only part of the "day's work" of the Indian Army; it is a frontier expedition, though one quite out of the ordinary kind. But when Lhassa has been captured questions may arise as to the occupation of some part of the country, and this will entail the permanent absence from Indian cantonments of one if not two battalions. This estimate is a very moderate one, and it will probably be exceeded. In the circumstances, then, there would seem to be a declared necessity for raising two more regiments in addition to the Hazara Pioneers. The cost of these will not fall upon Indian revenues, for the Home Government have to pay for all troops employed in the colonies and China. We cannot afford to let the Native Army fall below its sanctioned strength in India itself, for it is impossible to say what eventualities may have to be met.

## VARAVIV ESCAPE FROM DROWNING

## IN LYKEMUN PASS.

## SAILING BOAT "GEISHA" SUNK.

Thunder in the air and a foreboding massing of dark clouds did not hold out fair promise for a very enjoyable sail on Saturday afternoon. A fair breeze, however, was blowing up from the south-west and was far too tempting not to be availed of by at least two of our local yachtsmen. Leaving Ah King's slipway, at Wan Chai, shortly after half-past two, Mr. Otto Kong Sing, solicitor, and Mr. Malcolm Grice accompanied by a Chinese lad, some fifteen years of age, steered their sailing boat, the *Geisha*, out through the shipping and, running before a fair breeze, were quickly carried out through the Lykemun Pass where they cruised about for an hour or more. Turning their craft round they decided to make the homeward journey and, beating up against stiffish breeze, at length reached the Pass again. It was whilst midway between the two points that a squall struck the boat causing her to heel over to an alarming extent. The little craft was swept round and, to all appearances, looked like being carried out to sea. Mr. Grice was in the stern at the time and, grasping the tiller with both hands and keeping his feet against the side of the boat managed to keep her head towards Junk Bay whither they were seeking shelter. Just after rounding the battery they were struck by a second squall which turned the boat on her side, and caused her to sink like a stone. Just prior to this the occupants of the boat had recognised their danger, and Mr. Otto Kong Sing, knowing that Mr. Grice was not a good swimmer, got out an oar and laid it within easy reach of the man at the tiller. Immediately the boat turned turtle the occupants dived overboard and swam in the direction of a small fishing craft anchored some three hundred yards away. They shouted to the people aboard for assistance, but not an inch would the fishers move, and contented themselves with laughing at the men in the water. Fortunately for Mr. Grice he secured the oar which had been placed in readiness for emergencies and managed to keep himself afloat. Shortly after the occurrence a steam launch passed within a few hundred yards, but despite the fact that those aboard must have witnessed the occurrence and heard the shouting of the swimmers no attention was paid them, and they were left to fate as best they could. Mr. Kong Sing was the first to get to the fishing boat and after scrambling aboard without any assistance from the people in charge ordered them to pull up their anchor and go to the assistance of Mr. Grice. Just then the Chinese lad scrambled into the boat which was then pulled towards the man at the oar. At length he got safely aboard and found the others as exhausted as himself. They were then taken to the Shaukiwan Police Station (Inspector Robertson) where every attention was paid them, and after having a rub down, change of clothes and refreshments they took launch for Hongkong, where they arrived late in the evening not much the worse for their exciting experience excepting that their boat was lying at the bottom of the sea, in some twelve fathoms of water, with their coats and a gold watch and two gold chains stowed snugly aboard. They were agreed that, had not the fishing boat been anchored where it was, they must have been drowned as, apart from the fact that they had swam only about half way to the shore, the steep rocks jutting into the sea would have prevented them from effecting a landing.

## THE ILL-FATED "HOIHAO."

## SALVAGE UNSUCCESSFUL.

We understand that the French steamer *Hoiho*, which got ashore on the South Channel in the Hainan Straits, near Hainan Head, in May last, has now been declared a total loss. It will be remembered that last month Messrs. Hughes & Hough sold the wreck at auction to Mr. A. R. Martyn for \$9,000. Early this month Mr. Jameson proceeded to Hainan Head for the purpose of raising the steamer and bringing her to port. He left on the 6th inst. and remained working at the vessel until a few days ago. It appeared as though he would be successful in salvaging her, but just when she appeared to be floating she suddenly sank in deep water and all efforts to bring her to the surface will now have to be abandoned.

## CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

## THE ROBBERIES AT RIPON TERRACE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—With reference to the article which appeared in your last Saturday's issue re the robbery in Ripon Terrace, it would be well to draw the attention of the powers that be to the inadequate policing of the above neighbourhood.

I was informed by the Indian constable on duty that his beat was from No. 8 police station, along Bonham Road (passing Ripon Terrace) cutting down by Eastern Street to Hospital Road, and back, which round occupies fully an hour. During that hour, I think, a thief might easily break into every house on the terrace (which only consists of 5 houses) and yet get away with his booty before the Sahib's heavy footsteps are heard approaching round the corner. Surely a constable having all these streets to perambulate, can hardly be expected to be on the spot when a timely alarm is given.

I therefore sincerely hope that something will be done to safeguard the property of the ratepayers and not leave it to the tender mercies of the ever increasing number of thieves. Yours faithfully,

A VICTIM.

Hongkong, 19th July, 1904.

## THE FUNJOM MINING CO., LTD.

## EXTRAORDINARY MEETING. RECONSTRUCTION NEGOTIATED.

The postponed extraordinary general meeting of the Funjom Mining Company Limited, was held at the registered offices of the Company, No. 13, Beaconsfield Arcade at 11 a.m. to-day for the purpose of passing certain resolutions connected with the reconstruction of the company. There were present: Messrs. R. C. Wilcox (Chairman), W. Kerfoot Hughes (General Manager), G. C. C. Master (Messrs. Johnson, Stokes and Master), solicitor, A. R. Lowe (secretary) Ellis Kadourie, E. Bowdler, S. A. Joseph, H. C. Wilcox, E. C. Wilks, E. Judah, G. Murray Bain, A. H. Ribeiro, D. Arculli, J. B. Meyer, Kelly, and others.

The notice convening the meeting having been read by the secretary.

The Chairman said:—Gentlemen, the meeting called by that notice was adjourned last week under authority of article 75 of the Articles of Association. I am glad to see that we have a quorum to-day.

The business for which we are assembled is to carry into effect the decision arrived at by show of hands at the annual meeting held on the 1st June. Since that meeting, your directors have used every effort to ascertain the views and wishes of the shareholders as to the future of the company, being anxious not to commit themselves to a course which they might afterwards repeat or which might be questioned as either hasty or injudicious. They accordingly first summoned a private meeting of the preference shareholders, and finding opinion divided among them as to their position in the proposed new company, your directors drew up alternative schemes with an explanatory note and submitted these to all the known shareholders within reach and posted them to others. I am sorry to say that the responses to this appeal were not as numerous as we should have liked to see or might have expected, but of the forty or so returned all were, with two exceptions, in favour of the "A" scheme, which abolishes the preference shares by substituting for them Ordinary shares fully paid up, of the same face value.

Our reasons for this step have already been clearly stated, and it would be a mere waste of your time to travel over the ground again.

Obeying the only mandate we could obtain from the shareholders, we called on the company's solicitors (Messrs. Johnson, Stokes and Master) to draw up the necessary resolutions for the appointment of a liquidator and the registration of a new company. Now I will first submit the terms of the agreement between the liquidator and the new company, and will then propose the resolutions. Before doing so, however, I should like to say that if any shareholders who have hitherto remained silent would prefer to have the company simply wound up instead of being reconstructed as was agreed at the annual meeting, now is the time to say so and to propose a counter resolution to those about to be put. Do not tacitly approve of the proposed reconstruction to-day, and when the time to pay the calls arrives say you did not agree to the scheme. I can assure you the directors are not at all anxious to accept all the responsibility and trouble reconstruction will involve; personally I should, for my own sake, prefer winding up the concern and writing off my loss. But having regard to the larger interest involved and the expressed wishes of many large shareholders; having regard, moreover, to the sacrifice of the shareholders' property this would entail, I am willing to make another venture. Mr. Lock has advised us to prove our reefs, and it certainly seems as though this had never been done seriously. We now propose to do this with a small outlay and try and retrieve past failures. Are you prepared to do this? Do not hesitate to speak out; if you do not want to put up more money and take any further risk say so straight out. If, on the other hand, you think these reefs in North Funjom should be proved and surface mining abandoned, you will vote for the reconstruction proposed. The resolutions must, I may mention, be passed by a majority of three-fourths of those present. I will now ask Mr. Master to explain the terms of the agreement.

Mr. G. C. C. Master:—Gentlemen, the terms of the agreement—that is, the portion relating to the surrender of the interests of the shareholder in the present company and the acquisition of shares in the new company and passing over those formal parts which always appear in agreements of this sort, where the old company transfer to the new company all its assets and liabilities, and the new company undertakes all such transfers—are, shortly, that the new company in consequence of such transfer has to allot to the liquidator, on behalf of the shareholders in the old company, 67,500 shares of \$4 each in the following proportions and terms, viz., 6,000 shares to be awarded to the existing shareholders, that is, the shareholders in the old company, in exchange for the present value of the paid up scrip in the old company. That is all the scrip in the old company. It is all the scrip in the old company surrendered in exchange for 60,000 shares of the new company. Of the new \$4 new shares, \$1 per share is to be considered as fully paid up leaving \$1 to be called up as follows:—\$1 on allotment, a further 50 cents on the 15th December, 1904, and a further 20 cents on the 15th June, 1905, which leaves \$1 to be called up when and how required. Seven thousand five hundred shares are to be allotted to the present shareholders in the following proportions, viz., one fully paid up share of the face value of \$4 in exchange for four existing preference shares. Those 7,500 shares, however, will not be preference shares, they will stand in the same capital as the other 60,000 shares. Then the remainder of the agreement contains the usual provisions with regard to the liquidator doing what is necessary to carry out the liquidation and complete it and also dealing with dissentient shareholders. There is, as you know, in the Companies Ordinance a clause which enables a dissentient shareholder, on taking steps, to have the market value of his shares. He is not forced to come in; but by taking certain steps he can have the market value of his shares. I do not know whether you wish me to read the agreement from beginning to end. There are fourteen clauses altogether.

The Chairman said:—I don't think that is necessary.

Mr. Master:—It is mostly what is made for the sake of form. The Articles of Association, if this resolution is carried, will be practically the same as before only the company is going to be called the North Funjom Mining Company. There are certain alterations which will have to be made, but they are mostly what I might call clerical alterations. There are no alterations as regards the Memorandum of Association. That will remain the same and the Articles of Association will remain practically the same with the exception that there are alterations, which will be rendered necessary in order to carry out reconstruction. Of course the capital varies.

The Chairman said:—Has any gentleman present an amendment to propose?

Mr. Joseph:—Is the first resolution proposed and seconded?

The Chairman said:—Not yet. I will propose the resolution. The first resolution is as follows:—That it is desirable to reconstruct the Company, and accordingly that the Company be wound up voluntarily and that Arthur Rylands Lowe be and he is hereby appointed Liquidator for the purpose of such winding up." I beg to propose that resolution. Will some gentleman present second that?

Mr. Chairman.

The motion was then put to the meeting and there voted: For 6, against 3.

The Chairman said:—The resolution is lost, gentlemen, and that therefore concludes the business of the meeting. Unless any other gentleman has another resolution to submit, that concludes the business of the meeting.

The proceedings then terminated.

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## HEAVY FIGHTING IN TIBET.

## ATTACK ON A MONASTERY.

## HUGE STONES HURLED DOWN.

## Gyantse, (via Kangma), 27th June.

The entry of General Macdonald with reinforcements into Gyantse yesterday was effected with somewhat severe fighting at Naini monastery, six miles out, the scene of fighting on two previous occasions. The Mounted Infantry from both sides met on the day before at Naini and found the monastery strongly held. They were fired on, and one sepoy was killed. The same afternoon from Gyantse camp we saw several hundred Tibetans stealing along the hills towards Naini. Accordingly early yesterday morning Colonel Brander sent out a portion of the garrison with guns, and occupied the hills above the river, in the hope that General Macdonald, coming up with the reinforcing column, would drive the enemy into our arms. But the Tibetans obstinately held the monastery and the several villages surrounding it, fighting with the ferocity of wild cats caught in a trap. The initial assault was delivered by the 2nd Mounted Infantry and the 40th Pathans, who were, later, reinforced by the 23rd Pioneers. The enemy held their fire till the troops were within a few hundred yards, but were unable to check the rush of the 40th Pathans who had not been in action since the reconstitution had come into force. They had a name to make, and they have now made it. They escalated the walls and engaged in a series of almost individual combats. These Tibetan houses and monasteries are full of small rooms and cellars, and fighting took place in the cellars in pitch darkness. Some of the Pathan officers discovered that the enemy would blaze off their rifles and matchlocks as soon as the doorways or trap-doors were darkened, and accordingly pushed their helmets on the hills of their swords in front of them. The men did likewise with their turbans, and they would rush in immediately after they had drawn a volley. This ruse undoubtedly saved many lives. Finally, after some resistance from shell fire, the Pathans and Mounted Infantry took the monastery and villages on the left, Colonel Brander's party on the hills above being able to shoot down the few Tibetans who had bolted.

LIEUT. TURNBULL'S GALLANTRY.

Meanwhile the 23rd Pioneers were engaged in clearing the villages on the left, where the resistance was as obstinate as elsewhere. The enemy refused to leave the small houses, in spite of the fact that we had brought up guns and shelled them, from a range of three hundred yards. The fighting here was the occasion of a gallant exploit by Lieut. Turnbull, who walked up to a house full of the enemy with only six men. Two men were shot down, one falling immediately under a series of loopholes. Lieut. Turnbull carried the wounded man into safety under a heavy fire. After four hours fighting, the last shots of the enemy died away, and the order was given for the force to march on towards Gyantse Camp.

Gyantse (via Kangma), 29th June.

Yesterday, Major-General Macdonald drew a rope tightly round the neck of the enemy in the fort. We now command both the Lhasa and Shigatse roads, and have cut off the water supply of the *jong*. At three o'clock in the morning in pouring rain Colonel Brander led out a small force, which captured two villages on the river bank with the loss of one man wounded. Colonel Brander spent the whole day in fortifying the villages, where we have left detachments; in the meanwhile Major Macdonald with a larger force worked round 15 villages on the left. Seven were found to be deserted, and the remainder were cleared without casualties by the Royal Fusiliers, assisted by shell fire. The enemy

BOLTED INTO THE LARGE MONASTERY on the ridge, which we then attacked. The Gurkhas worked along the crest of the ridge, and the Mounted Infantry stood round to the rear whilst the 40th Pathans advanced with great dash to a direct assault, after some preparatory shelling from the mountain guns. The Tibetans held both ridges and the monastery with the greatest obstinacy, and warriors were observed tearing great stones from the tower on the top ridge to roll down on the advancing troops. The monastery walls had to be blown down before the enemy vacated the position. Some fled over the ridge, but had their retreat cut off by the Mounted Infantry, and the fighting was not over till darkness descended. The operations were made more tiresome by the fact that the troops, some of whom were cut for eighteen hours, had to work over a perfect morass. The Gyantse plain is a network of irrigation channels, which the recent heavy rain has flooded over. During the operations a persistent fire was kept up by heavy jingals from the *jong*. It now appears that many canons have been mounted both on the *jong* and the monastery behind it. Capt. Craster of the 40th Pathans was killed, and Capt. Bliss and Humphreys, 7th Gurkhas, were slightly wounded. About 200 sepoys were also wounded.

THE RAIN.

Very heavy rains have fallen during the past few days. The crops in the country are suffering from too much rain. Many fields are flooded and the rice destroyed. With dry weather until harvest time would be a good crop.

PLAQUE.

With the rain we generally have the reappearance of plague. A good number of cases have been reported during the past few days. The coffin shops are very busy.

## SISTERS' QUARTERS.

At the Council meeting this afternoon a report of the Public Works Committee was laid on the table having reference to an extension to the Sisters' Quarters.</p

## Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.  
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"AJAX"	29th July.
GLASGOW and LIVERPOOL	"MACHAON"	8th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	12th August.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	19th July.
LONDON, AMSTERDAM & ANTWERP	"KEEMUW"	2nd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	16th August.
GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	15th September.

\* Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"MACHAON"	11th August.
S.S. "HYSON"	left Victoria, B.C., for Hongkong, via Japan, on 14th June.	

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 18th July, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TRAV."	20th July.
CEBU and ILOILO	"KAIJONG"	23rd
SWATOW, CHEFOO and TIENSIN	"KANSU"	24th
THURSDAY ISLAND, COOKTOWN,	"TAIWAN"	30th
CAIRNS, TOWNSVILLE, BRISBANE		
SYDNEY & MELBOURNE		

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

For Freight and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 19th July, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 23rd July, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 30th July, at 10 A.M.
PERLA	1980	A. H. Notley	"	

For Freight or Passage, apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 16th July, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR PORTLAND, OREGON,  
OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARABIA"	4,483	Babie	August 14th, 1904.
"ARAGONIA"	5,198	Schuldt	September 14th,
"NUMANTIA"	4,370		October 14th,
"NICOMEDIA"	4,370	Wagner	

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"  
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Days, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$2; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Diner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

## THE British Steamship

## "YING KING."

Captain E. V. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class....\$3.00 for Single Journey.

2nd "....1.50 "

Meals....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.,  
No. 216, Wing Lok Street.

WENDT & CO.,  
Canton Agents.

Hongkong, 24th June, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 1st February, 1904. [819]

MESSAGERIES CANTONNAISES.

## J. TREVOUX &amp; CO.

HONGKONG-CANTON NIGHTLY  
SERVICE.

THE Commodious Steamer

## "PAUL BEAU."

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European....\$8.00

Second Class European....3.00

First Class Chinese....1.50

Second Class Chinese....80

Deck....30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.

Hongkong, 9th June, 1904. [222]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tone Captain

"KWONG CHOW"....1,309. J. P. MARTIN.

"KWONG TUNG"....1,386. H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey....\$4

Meals.....(Each) 1

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"ST. FILLANS"....20th July.

"BEDOUIN"....5th August.

"LOWTHER CASTLE"....20th August.

For Freight and further Information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 11th July, 1904.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"PERLA."

Captain A. H. Notley, will be despatched for the above Port, on THURSDAY, 21st instant, at 4 P.M.

This Steamer has Superior Accom

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.CABLE ADDRESS.—*Telegraph*, Hongkong.

THE leading English Newspaper in China  
Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three .....	20.00
Six .....	37.50
Twelve .....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 .....	10 .....
12 .....	25 .....

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS

## EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

## THE HONGKONG TELEGRAPH

## OFFICE.

Estimates given for all classes of work on application to

## THE MANAGER,

## HONGKONG TELEGRAPH CO., LTD.

1, ICE HOUSE ROAD,

Hongkong

## Intimation.

## THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

## HONGKONG EXCHANGE.

## SUBSCRIPTIONS.

## PAYABLE QUARTERLY IN ADVANCE.

## EXCHANGE LINES: \$25. PER QUARTER.

## NO CHARGE FOR INITIAL INSTALLATION.

N.R.—A Special Charge is made for Liners of more than average length.

## DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

## ELECTRIC SUPPLIES.

## BATTERIES.

## CHEMICALS.

## ELECTRIC BELLS.

## INSULATORS.

## SWITCHES.

## TELEPHONES.

## WIRE,

&c., &c., &c.

## SEND FOR PRICE LISTS.

## ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical Work.

## ADD'ESS:—1, ICE HOUSE ROAD.

## W. STUART HARRISON,

A.M.I.C.E.,

Manager.

Hongkong, 12th April, 1904

[61]

## Shipping.

## Arrivals

Kaifeng, Br. s.s. 1,024, E. Finlayson, 18th July.—Cebu and Iloilo 14th July, Sugar and Sapan Wood.—B. & S.

Yuenlong, Br. s.s. 1,128, J. M. Meyrick, 18th July.—Manila 15th July, Gen.—J. M. & Co.

Tjilatjap, Dut. s.s. 2,478, H. Koops, 18th July.—Macassar 10th July, Gen.—C. J. L.

Holstein, Ger. s.s. 98, J. C. Hansen, 18th July.—Saigon 14th July, Rice and Gen.—J. & Co.

Triumph, Ger. s.s. 760, A. Hansen, 16th July.—Saigon 10th July, Rice and Gen.—J. & Co.

Hinsang, Br. s.s. 1,136, W. E. Sawyer, 18th July.—Hongkong 10th July, Coal.—J. M. & Co.

Thales, Br. s.s. 924, A. J. Robson, 19th July.—Amoy 17th July, Gen.—D. L. & Co.

Baralong, Br. s.s. 2,684, H. Roberts, 19th July.—Singapore 13th July, Gen.—N. V. K.

Colonies, Belgian s.s. 2,047, H. Zellien, 19th July.—Newport, Mon. 17th May, and Colombo 2nd July, Coal.—D. & Co., Ltd.

Kwangtung, Ch. s.s. 1,150, W. H. Lust, 19th July.—Shanghai 13th July, Gen.—C. M. S. N. Co.

Charterhouse, Br. s.s. 1,478, Paine, 19th July.—Singapore 12th July, Gen.—Chiness.

Hanoi, Fr. s.s. 700, P. Merlin, 10th July.—Haiphong 12th July, and Hoihow 18th, Gen.—A. R. M.

Sark, Nor. s.s. 2,303, Hansen, 19th July.—Norfolk 20th April, and Singapore 12th July, Coal.—S. T. & Co.

Clearances at the Harbour Office.

Charles Hardouin, for Canton.

Tuk Hing, for West River.

Wing Hing, for Macao.

Linton, for West River.

Manhattan, for Kuri.

Illa Verde, for Macao.

Thales, for Swatow.

Erika, for Tsin-tung.

Triumph, for Hoihow.

Johanne, for Toulon.

Hoi Ho, for West River.

Kwong-chow-wan, for Canton.

Hoihow, for Kung-chow-wan.

Pelus, for Shanghai.

Glenfalloch, for Amoy.

Charterhouse, for Amoy.

Kwangtung, for Canton.

Tsinan, for Yokohama.

Hsu, for Kung-chow-wan.

Kumtung, for Singapore.

Chunlong, for West River.

Ovid, for Kobe.

Fak Kong, for West River.

Departures  
July 19.

Sishan, for Swatow.

Kumtung, for Calcutta.

Glenfalloch, for Amoy.

Bullsmouth, for Shanghai.

Ovid, for Kobe.

Tsinan, for Yokohama.

Passengers arrived.

Per Holstein, from Saigon—150 Chinese.

Per Charterhouse, from Singapore—412 Chinese.

Per Yuenlong, from Manila—Mr. Thomas, and 15 Chinese.

Per Thales, from Amoy—Mr. Arthur Thomas, and 15 Chinese.

Per Kwangtung, from Shanghai—Messrs. O'Neill, Berg, and 50 Chinese.

Per Tsinan, from Macasar—Messrs. Bisshop, Swart, Mandenburg, Schleibner, and 65 Chinese.

Per Katsong, from Cebu, &c.—Masters Jose Asuver, Jesus Echevarria, Francisco Topas, to Europeans, and 27 Chinese.

Per Katsong, from Cebu, &c.—Masters Jose Asuver, Jesus Echevarria, Francisco Topas, to Europeans, and 27 Chinese.

Shipping Report.

Str. *Thales* from Amoy—Strong S.W. wind and rainy weather, heavy S'ly swell.

Str. *Charterhouse* from Singapore—Strong S.W. winds, and following sea from there to port.

Str. *Katsong* from Cebu—Moderate wind and squall to Cabra Island, thence to port strong S.W. gale, with high sea and heavy rain.

Str. *Yuenlong* from Manila—Experienced fresh S.W.ly and S. winds, high sea with overcast and cloudy weather, with frequent rain squalls.

Str. *Colonist* from Newport—Left Colombo on 2nd ult. with fresh S.W. monsoon and choppy sea, light variable winds with heavy rain, rough swell in Malacca Straits, from Singapore to Nantung Is. light S.W. monsoon with smooth sea, thence to Paracel Reefs fresh to strong S.W. monsoon with choppy sea, from thence to port moderate S.W. gale, with high rough sea.

Vessels in Port.

STEAMER.

Amara, Br. s.s. 1,566, C. J. Matoock, 14th July, —Saigon 10th July, Rice and Flour.—J. M. & Co.

Apenrade, Ger. s.s. 611, A. P. Ulderup, 18th July, —Patho 16th July, and Hoihow 17th, Gen.—J. & Co.

Arratoon Agent, Br. s.s. 2,931, E. Fey, 18th July, —Calcutta and 2nd July, Penang and Singapore 13th, Gen.—D. S. & Co., Ltd.

Athenian, Br. s.s. 2,440, S. R. Robinson, 4th July, —Vancouver, B.C. 6th June, and Shanghai 1st July, Gen.—C. P. R. Co.

Borneo, Ger. s.s. 2,168, J. Spiess, 13th July, —Sandakan 8th July, Timber and Gen.—M. & Co.

Dagmar, Ger. s.s. 950, C. Gosewisch, 14th July, —Canton 13th July, Gen.—M. & Co.

Elisabeth Rickmers, Ger. s.s. 997, G. Gotche, 13th July, —Bangkok 7th July, Rice and Gen.—A. K. Co.

Himera, Br. s.s. 1,224, Lübeck, 14th July, —Manila 10th July, Gen.—S. T. & Co.

Hopsang, Br. s.s. 1,319, J. M. Hay, 13th July, —Sorabaya 4th July, Sugar.—J. M. & Co.

Hue, Fr. s.s. 705, Godineau, 18th July, —Kwong-chow-wan 17th July, Gen.—A. R. M.

Kudat, 2nd July, —Sandakan 1st July, Gen.—A. R. M.

Manila, Gen.—Order.

Macao—Per *Heungshan*, 21st July, 1.15 P.M., Foochow and Shanghai—Per *Himera*, 21st July, 3 P.M.

Manila—Per *Spira*, 20th July, 4 P.M., —Tzen, 20th July, 4 P.M.

## Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA.

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL, AMERI-

CAN AND SOUTH AFRICAN PORTS.)

T H E Steamship

## "BALAARAT,"

Captain C. R. Longden, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 30th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Egypt, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be carried from Bombay by the R.M.S. Arabia due in London on the 12th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 16th July, 1904. [4]

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Hyades*	3,753	Geo. Wright	Ab. July 30
Shawmut	9,606	W. M. Smith	Sept. 1
Tremont	9,606	T. W. Garlick	Oct. 1
Shawmut	9,606	W. M. Smith	...
Tremont	9,606	T. W. Garlick	...
Lyra	4,417	C. V. Williams	...

\* Cargo only.

Steamers marked (\*) have no second-class passenger accommodation.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut ... 9,606 W. M. Smith ... Ab. Aug. 12  
Tremont ... 9,606 T. W. Garlick ... Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to  
DODWELL, & CO., LIMITED,  
General Agents.

Queen's Buildings.  
Hongkong, 13th July, 1904. [12]

## Consignees.

## PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES OF CARGO per Steamship

## "SIBERIA."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 24th instant will be subject to rent.

All Claims must be sent in to me on or before the 27th instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN,  
Agent.

Hongkong, 18th July, 1904. [1]

FROM HAMBURG, BREMEN,  
ROTTERDAM, ANTWERP, PENANG  
AND SINGAPORE.

## THE H. A. L. Steamship

## "SPEZIA."

Captain Miltal, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before T.O.DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 18th July, 1904. [848]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

## THE Steamship

## "ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 21st inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 18th July, 1904. [850]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "SIMLA,"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. China and Somali.

From Australia, ex S.S. Britannia.

From Calcutta, ex S.S. Syria.

From Persian Gulf, &c., ex B. I. S. N. and H. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 15th July, 1904. [1]

## AMERICAN ASIATIC STEAMSHIP CO.

## NOTICE TO CONSIGNEES.

## FROM NEW YORK, VIA SUEZ CANAL.

## THE Steamship

## "HIMERA,"

Captain L. H. Lockhart, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Storey Co., at Wanchai, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 20th instant at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 14th July, 1904. [857]

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	ADDITIONAL RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$600,000 \$350,000 \$175,533 \$191,973	\$1,417,366	Div. of £1.10/- and bonus of 10% @ exchange 1/8/04=\$22,994 for half-year ending 31.12.1903	6 1/2%	\$662
National Bank of China, Limited	4,7453	\$10	\$8	\$1,750,000 \$669,143 \$784,415 \$906,872 \$900,000	\$21,668	\$1 (London 3/6) for 1903	5 1/2%	\$68
Do. (Founders)	750	\$1	\$1			None		\$10
<b>MARINE INSURANCES.</b>								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$331,342 \$322,387	\$1,959,926	\$32 for 1902	5 1/2%	\$545 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25		Nil.	\$4 for year ended 30.4.1903	6 1/2%	\$64 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 500,000 Tls. 31,350	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 67
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,750,000 \$37,744	\$386,284	\$12 for 1902	9 1/2%	\$10
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,750,000 \$50,000	\$110,551	\$15 for 1902	7 %	\$210
<b>FIRE INSURANCE.</b>								
Hongkong Fire-Insurance Company, Limited	8,000	\$250	\$50	\$1,750,000 \$1,000,000	\$371,110	\$22 1/2 for 1902	7 1/2%	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,750,000 \$2,567	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
<b>SHIPPING, TUG AND CARGO BOATS.</b>								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$633,000 \$149,409	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	\$29